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Department of Transportation - Aeronautics Division

Vol. 44 No. 8

August 1993

Aeronautics Board Meets

By: Debbie Alke
Administrative Officer

The Aeronautics Board gathered at the Yellowstone Airport for a meeting July 23. Board members were treated to a tour of the Division's facilities and the U.S. Forest Service smoke jumper facilities.

West Yellowstone Mayor Carolyn Colman and members of the West Yellowstone Airport Advisory Board (WYAAB) visited with the Aeronautics Board regarding town events, future airport marketing efforts, airline scheduling and other issues of interest.

Legislative and budget reports were presented and updated summaries regarding essential air service and the International Northwest Aviation Council (INAC) Conference scheduled for Helena were given.

Preliminary engineering grants in the amount of \$1,000 each were approved for the communities of Laurel and Three Forks. Laurel will update its existing Laurel Airport Master Plan to determine present and future needs for the airport and Three Forks will extend its runway and add new taxiway for one-half the length of the runway.

In other action, the Board voted to oppose any increase in federal aviation taxes.

Discussion regarding the state aviation fuel tax increase and its use took place. One cent per gallon is dedicated to establishing an airport loan program and the other cent to weather reporting systems, navigational aids, airport development, and safety type items. Both new pennies will be spent at the direction and authorization of the Aeronautics Board.

The Board will meet on October 1 in a working session to begin working on guidelines, procedures and priorities to be used when granting requests for money, equipment, etc.

The next meeting of the Aeronautics Board will be held on Friday, October 22 in Helena.

Essential Air Service Update

By: Debbie Alke
Administrative Officer

The Governor's Essential Air Service Task Force met July 21 in Billings to receive a briefing from Chairman John Rabenberg who had just returned from a week in Washington D.C. The Chairman was joined in Washington by Fred Klein, EAS representative from Sidney.

Earlier in the month, the House Appropriations Subcommittee on Transportation and Related Agencies voted to eliminate all FY94 funding for the Essential Air Service program. The bill has yet to go before the full House.

In efforts to gain support on the Senate side, Chairman Rabenberg spent a week in Washington explaining the importance of the EAS program to key Senators and their representatives. The Chairman coordinated efforts with the Aeronautics Division back home in Helena. We are optimistic that the Senate will reinstate the

See EAS, page 3



Without much room to spare, nearly 40 gliders line the runway at the Region 8 Soaring Championships. Functioning with four tow planes, all gliders were airborne in less than one hour—a site to see! See story on page 4.

Administrator's Column

EPA to Stop Aircraft Painting: The Environmental Protection Agency is proposing to outlaw the use of paint strippers which will essentially stop painting of aircraft. A draft of the Clean Air Act rule lists one option to stop the use of toxic strippers as using planes with bare metal fuselages and wings. Other options listed include the development of non-polluting strippers not now available and the use of plastic bead blasting which is being experimented with but the technique is very controversial. None of the airlines are currently using this method. Aviation industry officials have submitted data to the EPA showing how some of the proposed rules are impractical. The EPA currently lacks data on painting practices. The EPA is scheduled to issue a notice of proposed rulemaking (NPRM) in December with a final rule by November of 1994.



GPS Approaches: The Federal Aviation Administration has accepted a list of 500 airports from the states which are recommended candidates for the first stand alone GPS instrument approaches. Each state submitted a list of ten airports to the National Association of State Aviation Officials (NASAO) headquarters in Silver Spring, MD where they compiled the complete list and submitted it to the FAA. Montana's candidate airports are Libby, Ennis, Eureka, Anaconda, Polson, Hamilton, Stevensville, Baker, Sidney and Wolf Point.



FAA to Start Charging: The Federal Aviation Administration has decided to start charging for what they have determined to be required services. These services are in the form of seminars for designated examiners, designated representatives and those holding authorizations such as: Designated Pilot Examiners (DPE); Designated Written Test Examiners (DWTE) and their representatives; Designated Mechanic Examiners (DME); Designated Parachute Rigger Examiners (DPRE); Designated Manufacturing Inspection Representatives (DMIR); Designated Airworthiness Representatives (DAR); Inspector Authorization (IA); Delegation Option Authorization (DOA); Designated Alteration Stations (DAS). The FAA will determine how many days these seminars will last and will initially charge \$60 per day per person. This fee may be increased depending on the FAA's operating costs to conduct these seminars. I guess this just sets wrong with me—for a government agency which was created and being paid by tax dollars (most of which already comes from the aviation users trust fund) to determine what seminars we must attend and then to charge us for attending "their" seminars. What will be next? To mandate that we attend pilot safety clinics/seminars and charge us? To charge us for consultation? To charge us for inspections? Maybe it's time for the FAA to re-evaluate their programs and scale them to fit the budget given them by the U.S. Congress.

During the recent Oshkosh Fly-In Convention, the new FAA Administrator Hinson held a "Meet the Boss" program and during the question & answer session heard many complimentary comments about the FAA and their return to the "heavy-handed" tactics which previous FAA Administrator Bussey had promised to resolve. Although these comments obviously caught "the boss" off guard, his top Washington level managers promised to check into the allegations. It is unclear if the new FAA charge program will effect the Aeronautics Division's annual Aviation Mechanic Refresher Clinic or the Flight Instructor Refresher Clinic, but I am optimistic that they (the FAA) will not charge for their participation in these programs.



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Montana Airshow '93

The Kalispell Area Chamber of Commerce is the sponsor for this day long show to take place on Saturday, August 28 at Glacier Park International Airport. The event filled day begins at 9:00 am and includes over 25 military and civilian static display aircraft, live music, concessions, street rods, and a flying show all afternoon. Tickets are \$8 for adults, \$4 for kids.

The airport will be closed from 1:00 pm until 5:00 pm for the aerobatic events which will include Wayne Handley's Raven, Julie Clark in her T-34, Delmar Benjamin with his Gee Bee, Jim Cheatham in a R-22 helo, Bob Heale in a Pitts, the Osprey Jump Club, an A-10 military demo, and the USAF Thunderbirds.

For fly ins, parking will be on grass on the west side of the airport at the end of closed runway 12. Bring tie downs. You will be able to catch a shuttle to the other side of the airport. A temporary tower will control traffic. Local traffic call 126.9 and ground traffic contact 121.7. Unicom frequency is 123.0.

Townsend Airport Festivities

Dedication for the newly remodeled Townsend Airport has been set for September 12, 1993. Activities will begin at 8:00 am with a fly-in breakfast and will continue throughout the day with a full schedule lined up for the days events. Formal dedication ceremonies will take place at noon.

For information contact: Bill Kearns 266-3030, Troy Helmick 266-3398; Randy Vogel 266-3349, or Bob Banks 266-4208.

There is no ground based radio. You may monitor other aircraft on 122.8.

Columbus Day Parade of Flight

The 2nd annual Columbus Day Parade of Flight and Mountain Man Rendezvous will be held September 18-19. This event will provide fun for the whole family and some diversity from an otherwise all airplane agenda.

Airport camping, in the park camping, various food and drink, as well as hatchet throwing and black powder shooting demonstrations will take place.

The flight agenda will enjoy a "low-and-slow" theme and feature fly-bys of various airplanes, both solo and in small "type" formations, as well as spot landing and flour bombing contests.

Saturday evening will feature a hangar dance with some serious country dancing on tap.

Traffic advisories will be available on 122.8 and auto gas, 80 and 100 octane fuel will be available.

The Columbus Barnstormers will be giving free airplane rides in an effort to encourage donations to the New Library Fund.

Get out and socialize with the great folks of Stillwater County the weekend of September 18-19.

Big Sky Airlines Announces...

it has entered into an Agreement with Continental Airlines, inc. designed to further enhance the two companies' joint marketing efforts within the region. Effective July 15, Big Sky has joined Continental's highly-respected OnePass frequent flyer program. All Big Sky travelers will become eligible to earn valuable miles toward future transportation on Big Sky, Continental, Continental Express and other OnePass airline partners.

Continental's OnePass program has been voted "Best Frequent Traveler Program" for the fifth consecutive year by Inside Flyer, a major travel magazine. For each flight on Big Sky, travelers will be eligible to earn 500 miles for future transportation.

"The OnePass program will provide an important stimulus to our marketing efforts", stated Craig Denney, Big Sky's VP - Service.

For further details contact Big Sky at 1-800-237-7788 or Continental at 1-800-525-0280.

Calendar

Aug. 5-8 — MAAA Fly-in, Three Forks.

August 7 — Sheridan County Airport Annual Fly-in. Breakfast served. Safety seminar (wings program) at noon. Sheridan, WY.

August 15 — Fly-in, drive-in breakfast at Beacon Star Antique Airfield 8:00am — 11:00am. Poorboy sourdough pancakes, sausage and eggs.

August 18 - 20 — INAC Convention '93, Helena.

August 28 — Montana Air Show '93, Glacier Park International Airport.

August 28 - 29 — Malmstrom Air Force Base Big Sky Days, featuring the Blue Angels, Great Falls. Call USAF Public Affairs at 731-4050.

Sept. 3 - 6 — Fly-in, Yellowstone Airport, West Yellowstone.

Sept. 23 — Townsend Airport dedication beginning 8 am. Contact Bob Banks 266-4208.

Sept. 17 - 19 — Mountain Search Pilot Clinic, Kalispell.

Sept. 17 - 19 — Reno Air Races.

Sept. 18 — Tobacco Valley Fly-in, Eureka. Call Marita Combs 889-3833.

Sept. 18 - 19 — Second Annual Columbus Day Parade of Flight and Mountain Man Rendezvous.

Sept. 25 - 26 — Dillon Hangar MPA Fly-in. Dance and breakfast. Contact Jim Pannell at 683-2061.

Feb. 4 - 6, 1994 — Flight Instructor Refresher Clinic, Helena.

EAS from page 1

EAS program funding which will result in a joint House/Senate conference committee being formed to hammer out the differences.

A concentrated telephone and letter writing campaign was executed by each individual task force representative.

Senator Baucus and Representative Williams each wrote strong letters urging funding of the EAS program. Both Baucus and Williams had more than 20 of their colleagues join them in signing the letters which were written directly to the Chairmen of the respective appropriations committees. Senator Conrad Burns joined Senator Baucus in his efforts and has also actively voiced his support of the program.

Region 8 Soaring Championships: Mecklenburg Shines

By: Redge Meierhenry
Aviation Support Officer

Gliders have always been sort of a novelty to us 'real pilots' (read powerplane). Perhaps it has something to do with machoism. You know - horsepower and all that. Real pilots don't afford our silent brethren the respect and admiration I now realize they surely deserve.

"Welcome to Region 8 Soaring Championships" as Debbie Alke and I handshake with Greg Mecklenburg, Montana Aeronautics Board member at the Livingston Airport. Greg as well as an event organizer, was also the only Montana competitor. He won the 15 meter class, which is where the elite, hot-shot glider pilots seriously compete for the glory. We're proud of his success; he represented Montana well!

These soaring championships are a first for Montana, with the possibility that the National soaring championships will be held here next year. The fact that Region 8 championships arrived in Livingston was a result of the dedicated efforts of the Montana Soaring Society, particularly Bill Ard and Steve Ard, better known as the Ard Brothers and many other devoted soaring groupies.

Back to the powerplane pilot chip-on-my-shoulder syndrome, I thought there was nothing these birds could teach me. Hmmmm, if you think like me, try these words on for size.

TP — means turnpoint. More than a point, this is hopefully a prominent geographical feature which will define a racecourse checkpoint.

Lift — convective or mechanical action. Close cousin to horsepower in a powerplane pilot's dictionary.

Ship — glider.

Grid — array of ships lined up on the runway in hopes of tagging behind a tow plane for a launch. Grid lineup is determined by draw.

Sniffer — first ship on the grid line who is expected to test the lift. Sniffer will report back via radio how it is.

Grid Meeting — meeting of all race competitors just prior to launch to

get task sheets.

Task Sheets — a choice made by each pilot what route he will fly during competition. The different routes (made-up of turn points) are determined by the race director and handed out to each pilot just prior to launching. Not much time here to plan your flight. I guess this is OK since you don't worry about weight and balance (there is only one loading) and you are probably not too concerned with fuel reserves.

POST — pilot option speed task. A race course route selected by the pilot. Can be any turn points desired. This is a race alternative to a defined task assigned at the grid meeting.

Gaggles — two or more gliders riding lift together.

Gate — an area 5000' AGL high by 3300' wide that defines the starting gate for each pilot's race start. If he/she is outside the upper and lateral boundaries of this gate then a false start is declared.

OK — lets try it all on for size. Approximately 1' hours before race time the ships are assembled to the runway in their starting grid. A grid meeting is called and the sniffer is sent out. The task sheets are distributed to the competitors who remain in a grid meeting pending the sniffers report. At our soaring meet, the task sheets were completely revised because the sniffer found better lift to the north of Livingston.

You may think the route change is no big deal. It probably isn't for you but remember, these are pilots who range from as far away as New Hampshire, Georgia and Arizona, whose first look at the route is at the grid meeting. This competition does indeed involve navigation skills.

What this race is not, is a race to altitude. It is a race of speed. Fastest one through the course wins. Interestingly, the meet is scheduled for seven days. Over these seven days you must have had at least 3 good days of racing. This allows for poor weather which can cancel

race days. Each good race day a different task sheet is handed out to the competitors at the grid meeting. Thus, a pilot will never see the same task during the championship. On the day of our visit, the turnpoints defining the race course were Livingston, White Sulphur, Maudlow and back to Livingston. This task covers approximately 117 nautical miles and was estimated to take about 2' hours.

After all the gliders are launched at a predetermined altitude of 2,500 AGL, they are responsible for orbiting in the area until all gliders are in the air. Competition begins by radio broadcast to all gliders. From here the race is on! Each glider pilot may begin the race at his leisure, meaning he can start any time after race time opening. Optimum configuration for crossing the gate is as close to the top (5000 AGL) and as fast to redline as he can make. All that is left now is to maximize his use of lift and airspeed to make the task in as little time as possible. Of course, all does not go well, this particular race day one ship was down near Wilsal and three at White Sulphur. No injuries except to their pride.

Our congratulations go out to all the competitors and also to the race organizer, Montana Soaring Society. The event was well organized and we hope we will see the Nationals next year in Montana.

Race results:

15 Meter Class

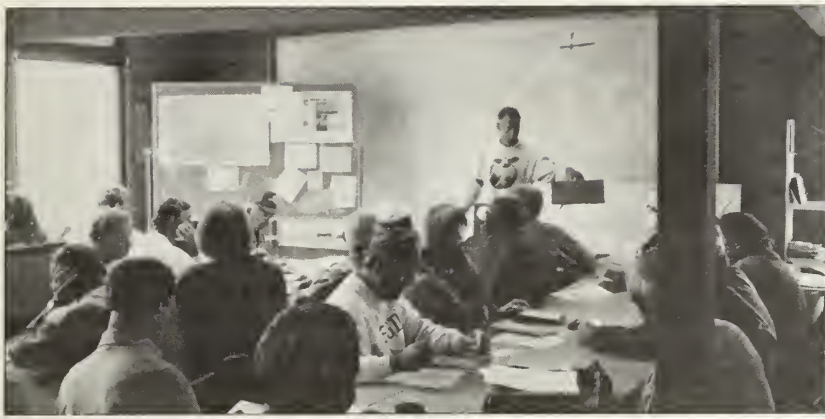
Greg Mecklenburg, Bozeman, MT
Dick Mockler, Waxahatchie, TX
Buddy Denham
Rudy Alleman, Richland, WA
Alan Reeter

Standard Class

John Good
Gilly Smith, Atlanta, GA
Roy Cundiff
Bob Clack, Hamburg, NJ
Jim Paris, Coopersburg, NJ

Sports Class

David Leonard, Castle Rock, CO
Helmut Gebenus
Bob Barber, Arvada, CO
Dave Wright, Victoria, BC
Glenn Schemmer



Karl Striedieck of Port Matilda, Pennsylvania, served as Contest Director. He briefed competitors on activities for Day One of the competition. Karl is a national title winner several times over, was on the USA World Team for four years and holder of many other soaring trophies including an international FAI award considered to be the highest honor in soaring. The Montana Soaring Society was honored to have Karl join them in Livingston.



Prepared and awaiting the "sniffer" report—pilots, crews, volunteers and others take advantage of chatting with old contemporaries and meeting new friends.



At a grid meeting, pilots review their task for the day and receive answers to last minute questions.



Ernie Griffanti, Operations Director demonstrates to Redge Meierhenry how the beginning "gate" functions. Ernie together with many dedicated helpers worked the gate during the competition.



The waiting is over.....Greg Mecklenburg takes position and prepares for the start of the competition.

Aviation/Aerospace Teacher Workshop Conducted

By: Debbie Alke

Administrative Officer

Montana educators participated in the college level aviation/aerospace workshop sponsored by the Aeronautics Division at Eastern Montana College, June 8-12.

The workshop was directed by Carol Frederick. Carol has taught for 25 years and earned a Master's Degree in learning disabilities in 1978 and has been a special education teacher since that time in Billings.

Carol attended the Division's workshop program in the early 1980s which fueled her interest in the world of aviation and space and has served as the Division's workshop director since 1987.

She was awarded the Aviation Educator of the Year Award in 1993 for her outstanding contributions to aviation education in Montana.

The workshops are designed to acquaint the teachers of all subject areas and grade levels with materials available to teach aerospace units and acquaint teachers with recent development in aviation/space with implications for government education, society, economics and technology.

Teachers are shown how to enhance teaching assignments by incorporating aerospace



Carol Frederick and Loren Acton prepare for the day.

education into present curriculum. The use of aviation and space as a motivational tool helps create an interest in many students.

Teachers are provided with a firsthand flight experience through orientation flights in typical general aviation aircraft.

Other workshop presenters included: Minot Parker, NASA Education Specialist from Ames Research Center, Moffit Field, California; Georgia Franklin, a well-known and respected educator from Seattle who has programs on the history of aviation in the northwest; and Loren Acton, a former NASA Space Shuttle astronaut who is a current professor at the Physics Department at MSU in Bozeman.

We are proud of the educators in our state who help to bring aviation and space into their classroom. Children are our future and we want them to be given every opportunity possible to be introduced to the aerospace industry.



Educators and students listen attentively as Loren Acton describes life in the space shuttle.

Division scholarships awarded

By: Debbie Alke

Administrative Officer

The Montana Aeronautics Division recently awarded the following scholarships.

Mark Yanchunis received the \$250 1993 Tool Scholarship. He won the award as the outstanding student in the aircraft maintenance course at the Helena Vo-

Tech and was selected by the Aviation Maintenance Faculty at the school.

The \$250 is for the purchase of tools.

Vincent Bowen of Butte was awarded a \$250 flight scholarship by the Division. Vincent was selected as the top student in his Butte High School Aviation Science Class by Bob Conklin, aviation science teacher. The scholarship will be used to

help defray the cost of flight instruction at the FBO of his choice.

Vincent will graduate from Butte High in 1994 and hopes to attend the U.S. Naval Academy and go on to be a naval aviator. He has been an active member of the Butte Composite Squadron of the Civil Air Patrol for three years.

Congrats guys on a job well done!!

Staggerwing Fly-In

A weekend Staggerwing fly-in complete with barbecue and pancake breakfast was held at Seeley Lake.

This is an annual event which draws not only the famous Beechcraft Staggerwings but other beautiful by-wings as well. This year even drew a beautiful Beaver float plane from the Seattle area.

Although the weather prevented the Saturday Benchmark breakfast fly-out, it did clear later in the day and allowed additional aircraft to arrive and everyone enjoyed great hospitality and a wonderful barbecue thanks to hosts Marj and Bud "Lindy" Lindemer.



Farewell to Roger Phillips

By: Mike Ferguson
Administrator

It was with great sadness to learn of Roger Phillips's tragic death when something went wrong while flying his recently restored Experimental KR-2 airplane.

Roger was well known throughout the state for his spirited and fun-loving personality.

He was well liked by all. Roger was just completing his second year at the Helena Aviation Vo-Tech school where he would have graduated the week following his accident and would have added the FAA Powerplant license to his Airframe license.

On behalf of the Aeronautics Division

and Montana's aviation community we wish to express our condolences to Ramona Phillips, Roger's mother, Linda Knoblock

his sister and other family members.

We will all miss Roger with his good-natured and humorous life style.



FAA Issues Certificates

Private

Aldo Barone	Whitefish
Jon Isaacson	Butte
Jeffrey Jallings	Belgrade
Anthony Lavender	Red Lodge
James Olsen	Helena

Instrument

Thomas England	Helena
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Multi-Engine

Trene Brousseau	Whitefish
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Commercial

John Richardson	Billings
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GlidJer

James Bastiani	Bozeman
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ATP

John Eliel	Wisdom
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Ground Instrument

Damon Lander	Billings
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CFI

Craig Hash	Billings
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CFI Renew

Jeffrey Jacobson	Great Falls
Orval Markle	Glasgow
Patrick O'Brian	Great Falls
Stephen Palmbush	Cut Bank
Brent Vetter	Helena

Notice:

The runway light, radio controller frequency for the Lewistown Airport is now 123.0 mhz, the same as the unicom frequency.

Thirty-three hundred copies of this public document were produced at an estimated cost of 37¢ each, for a total cost of \$1,210. This includes \$60 for production, \$526 for postage and \$624 for printing.



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